



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Kettleman Lane (State Highway 12) and Hutchins Street Traffic Study Progress Report, Informational Only

MEETING DATE: June 19, 1991

PREPARED BY: Public Works Director

RECOMMENDED ACTION: No action.

BACKGROUND INFORMATION: As requested by City Council at the April 17 meeting, Public Works staff has met with ARCO and Caltrans representatives regarding the installation of medians at the intersection of Kettleman Lane (State Highway 12) and Hutchins Street.

The City proposal was to install a painted median with raised "bumpers" adjacent to the intersection. Caltrans would only approve a standard raised median and wanted it installed from Crescent Avenue to Pleasant Avenue. This would be a major project and staff recommends that a decision be deferred until a complete study of Kettleman Lane is done next year.

The major concern ARCO representatives have with a raised median on Hutchins Street is whether their fuel trucks will be able to access the underground tanks in a manner that is consistent with safe fuel unloading procedures. Staff is reviewing their on-site plan and will be working with ARCO staff on resolving this issue.

ARCO is attempting to acquire an access easement north of their existing driveway in order to widen the driveway, allow better fuel truck access from the north, and allow more on-site vehicle stacking. Staff will monitor ARCO's progress on this item.

ARCO also indicated that signs and markings can be installed on-site to control access and improve circulation; although past experience has indicated that all drivers do not obey these markings. Staff agrees that these unenforceable markings will have little effect on movement through the lot, although they may help direct drivers and if ARCO is willing to install them, that is fine (Exhibit A).


Earlier, the Police Department requested a minor addition of red curb on Kettleman Lane between the ARCO driveways. This would assist in enforcement relating to vehicles stopped on Kettleman Lane waiting to enter the station. With Council direction, staff will pursue the necessary Caltrans approval.

THOMAS A. PETERSON



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FUNDING: Funding for the installation of the raised medians has not been determined at this time. Staff will be looking into funding alternatives as part of the Highway 12 project study report.



Jack L. Ronsko
Public Works Director

Prepared by Rick S. Kiriu, Senior Engineering Technician

JLR/RSK/mt

Attachment

cc: Police Chief
Street Superintendent
Assistant Civil Engineer-Traffic
Ed Sequeira, AM-PM Mini Mart

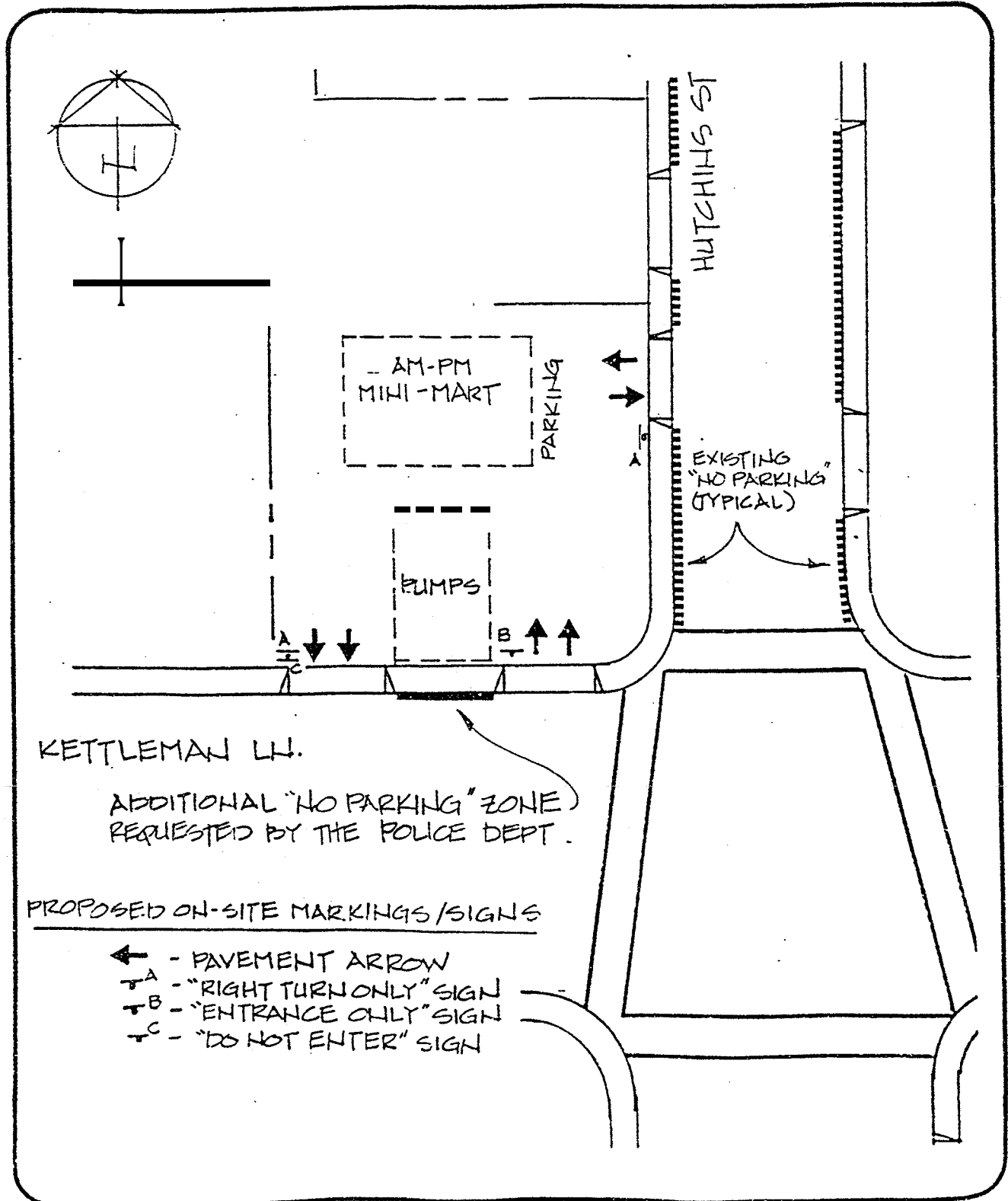
ARCO Products - Jerry Petry
ARCO Products - G. Middlebrooks
Caltrans - Melissa Joshi
Caltrans - Hassan Marei



CITY OF LODI

PUBLIC WORKS DEPARTMENT

KETTLEMAN LN/HUTCHINS ST
POSSIBLE "NO PARKING" ZONE AND
ON-SITE IMPROVEMENTS



CITY COUNCIL

DAVID M. HINCHMAN, Mayor
JAMES W. PINKEKTON, Jr.
Mayor Pro Tempore
PHILLIP A. PENNINO
JACK A. SIEGLOCK
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CITY OF LODI

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June 12, 1991

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

BOB McNATT
City Attorney

SUBJECT: Kettleman Lane (State Highway 12) and Hutchins Street Traffic
Study Progress Report, Informational Only

Enclosed is a copy of background information on an item that will be discussed at the City Council meeting on Thursday, June 20, 1991, at 7:30 p.m. The meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street. You are welcome to attend.

If you wish to communicate with the City Council, please contact Alice Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item, please call Richard Prima or me at (209) 333-6706.


for Jack L. Ronsko
Public Works Director

JLR/mt

Enclosure

cc: City Clerk ✓

LKETTLE3/TXTW.02M

CC 16
CC 48A

MEMORANDUM, City of Lodi, Public Works Department

TO: City Council
City Manager

FROM: Public Works Director

DATE: June 7, 1991

SUBJECT: Speed Control in School Zones - City of Las Vegas

At the April 17, 1991 City Council meeting, Mayor Hinchman asked Public Works staff to contact the City of Las Vegas to determine how they are able to control vehicle speeds so efficiently in their 15 mph school zones. The City of Las Vegas indicated that vehicle speeds are controlled by a combination of heavy police enforcement and increased bail amounts for speeding in school zones. A copy of the State of Nevada's statute (Section 454.3661 regarding speeding in school zones is attached. This statute specifically addresses speeding in school zones and allows police officers to issue separate violations for speeding in school zones versus speeding at other locations.

in California, all speeding violations are cited under Section 22350 (Basic Speed Law) of the California Vehicle Code. The California Vehicle Code does not provide a section dealing specifically with speeding in school zones.

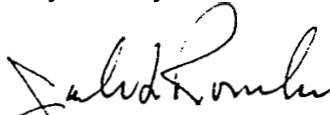
Bail amounts for speeding used in Lodi are set county-wide. These bail amounts are reviewed annually. The City of Lodi alone does not have authority to modify these bail amounts. A comparison of bail amounts shows that the City of Las Vegas is approximately three times higher than in the City of Lodi. Examples of bail amounts are shown below. These figures do not include administrative costs.

MPH EXCEEDING LIMIT	BAIL AMOUNT	
	LAS VEGAS (School Zones Only)	LODI (All Speed Zones)
10	\$110	\$ 30
20	\$220	\$ 70
30	\$330	\$1 10
40	\$440	\$1 50

The results of our investigation and discussion with the City Attorney are that in order to increase bail amounts for speeding in school zones, a section would have to be added to the California Vehicle Code that specifically addresses speeding in these areas. This modification would require a State legislative act. In addition, to modify the bail schedule, a proposal would have to be submitted at the annual meeting where the county-wide bail schedule is set. To be able to control speeds effectively, both of the criteria mentioned above must be met.

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If Council wishes to pursue this matter, we would suggest that our State Senator or Assemblyman be contacted. Any questions regarding this procedure should be addressed to the City Attorney.



Jack L. Ronsko
Public Works Director

JLR/RSK/mt

cc: City Clerk
City Attorney
Deputy Court Administrator - Joerke
Police Chief
Assistant Civil Engineer-Traffic

484.362 Unnecessary waste of resource ~~currently~~ in short supply; penalty. [Effective until the date the national maximum speed limit is judicially declared ~~to be~~ invalid.]

1. A person violating the speed limit imposed pursuant to subsection 4 of NRS 484.361 but ~~not~~ exceeding a speed of 70 miles per hour is guilty of unnecessary waste of a resource currently in short supply.

2. Every person convicted of unnecessary ~~waste~~ of a resource currently in short supply shall be fined \$5.

3. Such a violation shall not be deemed a moving traffic violation.

(Added to NRS by 1981, 198; A 1981,476; R 1987,657. effective on the date the national maximum speed limit is judicially declared to be invalid)

484.363 Duty of driver to decrease speed under certain circumstances. The fact that the speed of a vehicle is lower than the prescribed limits does not relieve a driver from the duty to decrease speed when approaching and crossing an intersection, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow or winding highway, or when special hazards exist or may exist with respect to pedestrians or other traffic, or by reason of weather or other highway conditions, and speed shall be decreased as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering a highway in compliance with legal requirements and the duty of all persons to use due care.

(Added to NRS by 1969, 1495)

-ANNOTATIONS-

Federal and Other Cases.

Negligence of pedestrian. In action to recover damages for personal injuries sustained when plaintiff was struck by truck driven by defendant, where plaintiff either failed to look up and down highway before she began to walk across it (see NRS 484.331) or was so intoxicated that when she looked, she could not see truck rapidly approaching, and defendant, who was traveling at reduced speed

(see NRS 484.363) and had no reason to believe that someone would be crossing highway, immediately applied his brakes when he saw plaintiff and swerved his truck in attempt to miss her, plaintiff was barred by NRS 41.141 from recovering any damages because her negligence contributed more to cause of accident and resulting injuries than any negligence on part of defendant. *Turnbow v. Wasden*, 608 F.Supp. 237 @- Nor. 1985)

484.365 School bus: Maximum speed. A school bus shall not exceed a speed of 55 miles per hour when transporting pupils to and from school or any activity which is properly a part of a school program.

(Added to NRS by 1969, 1486; A 1973, 1297; 1977, 407)

484.366 School zone: Speed; designation; signs.

1. A person shall not drive a motor vehicle at a speed in excess of 15 miles per hour in an area designated as a school zone except on a day on which or during the hours when school is not in session.